SERVICE BULLETIN

B-003 March 1995

VEHICLE IDENTIFICATION NUMBER (V.I.N.) UPDATE

General

A letter dated March 6, 1995 was sent to all Buell dealers stating that a number of 1995 Buell S2-Thunderbolts may have incorrectly stamped V.I.N. numbers. The affected units will display an incorrect numeric character, 5, in the tenth position of the 17-digit V.I.N. code on the right side of the steering head.

Dealer Action

A V.I.N. update kit, as described below, will be shipped to you, no charge, transportation paid, for each of your affected vehicles. A list of all of the affected vehicles shipped to your dealership is attached to this bulletin.

NOTE

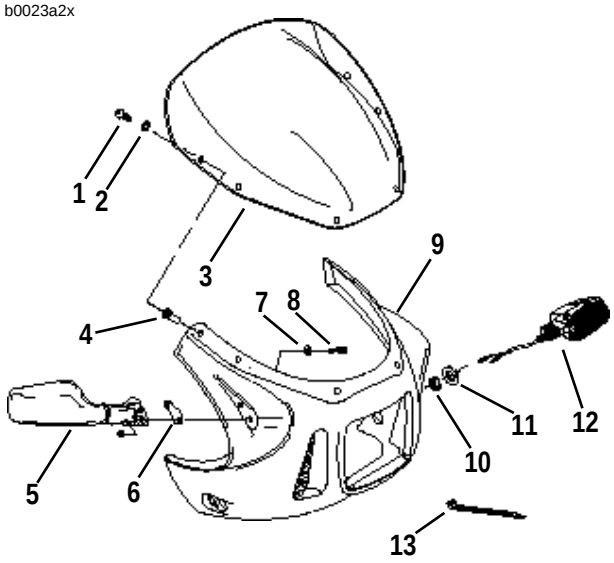
Use extreme caution when matching V.I.N. labels and number plates to vehicles. Label and plate must match prior V.I.N. except for the tenth digit which should now be "S" instead of a "5".

Kit Contents

QTY	DESCRIPTION
1	Embossed number plate
1	#44 drill bit
1	1" Brass tube
3	Drive screws (1 spare included)
1	Peel-n-stick V.I.N. label
1	Instruction sheet

Disassembly

1. See Figure 1. Cut cable straps (13) which secure turn signal wires to front fairing bracket.
2. Unplug turn signal wires on both sides.
3. Remove both turn signal nuts (10) (metric) using a ratcheting wrench. Remove rubber washers (11) and turn signals (12).
4. Remove both mirror mounting screws (8) and washers (7) using a 1/4 in. drive ratchet. Remove mirrors (5) and mirror mount pads (6)..



1. Allen screw (6)
2. Rubber washer (6)
3. Windshield
4. Well nut (6)
5. Mirror (2)
6. Mirror mount pad (2)
7. Washer (4)
8. Screw (4)
9. Front fairing
10. Nut (2) (metric)
11. Rubber washer (2)
12. Turn signal (2)
13. Cable strap

Figure 1. Front Fairing

5. If INSTRUMENT PANEL STABILIZER (Part No. HD-58892-95Y) is installed, disconnect mirror stabilizer bracket from fairing link.
6. Remove front fairing (9) from front fairing bracket.
7. Turn front wheel fully to the left.
8. See Figure 2. Loosen left and right pinch bolts on front fairing bracket

⚠CAUTION

Left side of fairing bracket must stay attached to frame. This is the anchor point for the fairing bracket. Failure to leave left side attached will cause damage to the front fairing bracket assembly.

ROUTING	SERVICE MANAGER	SALES MANAGER	PARTS MANAGER	LEAD TECHNICIAN	TECHNICIAN NO. 1	TECHNICIAN NO. 2	TECHNICIAN NO. 3	TECHNICIAN NO. 4	RETURN THIS TO:
INITIAL HERE									

9. Slide fairing bracket forward until right side disconnects from frame. Rotate bracket downward on the right side.

⚠WARNING

Use extreme caution when operating a forced-air or radiant heating device in the next step. Avoid directing the heat toward any fuel system component. Extreme heat can cause fuel ignition and/or explosion. Improper use of a forced-air or radiant heating device can result in personal injury and/or damage to the vehicle.

10. Remove original peel-n-stick V.I.N. label. Difficult labels may be removed with ROBINAIR HEAT GUN (Part No. HD-25070). Use acetone or a similar product to remove any remaining residue.

Installation

1. See Figure 3. Place a strip of tape over lower bearing dust shield.
2. Remove backing from **new** peel-n-stick V.I.N. label. Apply label to steering neck tube allowing space for embossed number plate to cover old V.I.N. stamped into frame.
3. Remove backing from adhesive strip on embossed number plate. Hold number plate over original stamped number. Plate must cover original numbers completely.
4. Center punch two mounting holes for embossed plate.

⚠WARNING

Do not drill all the way through steering neck tube. Drive screws require installation to depth set by brass tube and drill bit assembly. Drilling completely through the tube wall will cause frame damage leading to personal injury.

5. See Figure 4. Using drill bit and brass tube as shown, drill two holes into steering neck tube. Remove any filings left behind in the holes with compressed air.
6. Fasten number plate to steering neck tube with two drive screws.
7. Remove tape strip from lower bearing dust shield.

Assembly

1. See Figure 2. Slide right side of front fairing bracket into frame socket.
2. Tighten left and right pinch bolts to 8-10 ft-lbs (11-14 Nm) torque.
3. See Figure 1. Place fairing (9) on front fairing bracket with mirror mounts aligned to bracket mounting holes.
4. Loosely install rubber mirror pads (6), mirror mounting screws (8) and washers (7).
5. If necessary, install screw, washers and locknut to connect fairing link with mirror stabilizer bracket. Tighten to 4-6 ft-lbs (5.4-8.1 Nm) torque.

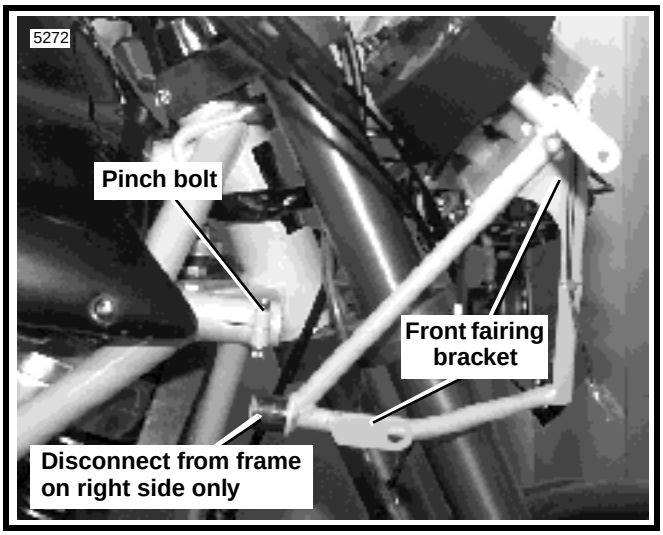


Figure 2. Front Fairing Bracket

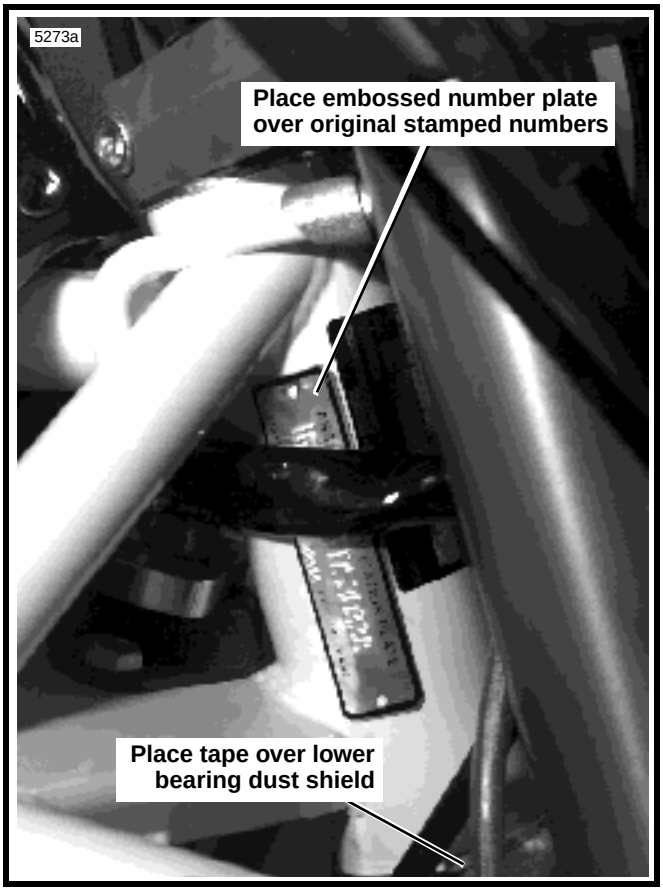


Figure 3. Preparing Steering Neck Tube

6. Loosely install **new** cable straps (13) to secure turn signal wires to frame.
7. Place LOCTITE THREADLOCKER 242 (blue) on threads of turn signal nuts (10). Install turn signal nuts (10) (metric) and rubber washers (11). Rubber washers fit between frame and fairing. Turn signal drain holes should face downward. Tighten nuts to 40 **in-lbs** (4.5 Nm) torque.

8. Connect both turn signals (12). Tighten cable straps (13).

9. Tighten mirror mounting screws (8) to 15 **in-lbs** (1.7 Nm) torque.

⚠WARNING

Check for proper turn signal operation before riding motorcycle. Visibility is a major concern for motorcyclists. Failure to have turn signals operation could lead to personal injury and/or property damage.

Credit Procedure

After updating each vehicle, complete a Buell Distribution Corporation Warranty claim form, P/N 99520-95Y, referencing Service Bulletin B-003 in the “Description of Repair” section. Fill in the rest of the claim form as follows:

Claim Type	BPD (if not registered) BMC (if registered)
Event 1 Problem P/N	(not applicable)
Quantity (QTY.)	(not applicable)
Part Description	(not applicable)
Primary Labor Code	2305
Time	0.7
Customer Concern Code	9901
Condition Code	9102

Upon receipt of the claim, you will be credited for labor code 2305 for 0.7 hrs. which includes 0.1 hr. administrative time. If you have not yet returned the incorrectly printed MSO, please send it **ALONG WITH YOUR WARRANTY CLAIM FORM.** No corrected MSO will be sent out for any affected vehicle until we have verified that the incorrect MSO has been returned.

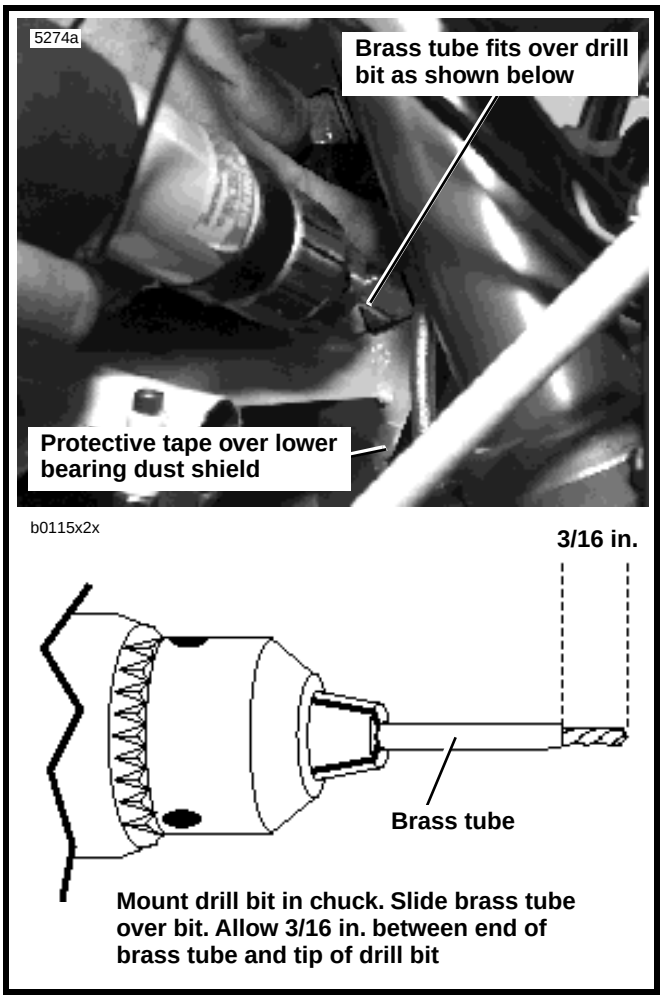


Figure 4. Drilling Steering Neck Tube